

Date: Sun, 13 Mar 94 10:32:57 PST
From: Info-Hams Mailing List and Newsgroup <info-hams@ucsd.edu>
Errors-To: Info-Hams-Errors@UCSD.Edu
Reply-To: Info-Hams@UCSD.Edu
Precedence: Bulk
Subject: Info-Hams Digest V94 #284
To: Info-Hams

Info-Hams Digest Sun, 13 Mar 94 Volume 94 : Issue 284

Today's Topics:

 ANS-071 BULLETINS
 Best cars for mobile HF/VHF??
 CAN WE SELL STUFF HERE?
 Diesel or Taurus fr HF/VHF mobile?? (2 msgs)
 Filter Shape Factor?
 HMS Carlskrona
 Ramsey Hobbykits QAMP.
 RB317 7/7 Semantics Words to Avoid
 Suggestions for Resistive Spark Plug Cables
 TX amp kit? Help.

Send Replies or notes for publication to: <Info-Hams@UCSD.Edu>
Send subscription requests to: <Info-Hams-REQUEST@UCSD.Edu>
Problems you can't solve otherwise to brian@ucsd.edu.

Archives of past issues of the Info-Hams Digest are available
(by FTP only) from UCSD.Edu in directory "mailarchives/info-hams".

We trust that readers are intelligent enough to realize that all text
herein consists of personal comments and does not represent the official
policies or positions of any party. Your mileage may vary. So there.

Date: 13 Mar 94 17:17:34 GMT
From: news-mail-gateway@ucsd.edu
Subject: ANS-071 BULLETINS
To: info-hams@ucsd.edu

SB SAT @ AMSAT \$ANS-071.01
W3IWI EXPLAINS SAT PROPAGATION

HR AMSAT NEWS SERVICE BULLETIN 071.01 FROM AMSAT HQ
SILVER SPRING, MD MARCH 12, 1994
TO ALL RADIO AMATEURS BT
BID: \$ANS-071.01

W3IWI Explains A Propagation Phenomenon Observed By IT9XXS

Giovanni Mazzola (IT9XXS) posed a question about a propagation phenomenon he has been noticing on K0-23, K0-25, U0-22 and other digital satellites. He reported that he has regularly observed that at the end of the pass, when the satellite is between 0 and -2 degrees elevation, the signal exhibits three strong peaks. During the pass it may be S4 but when the three peaks in signal strength occur, they are over S9. After that he loses the signal altogether. He notes that he has a good horizon, looking out to the sea to the north.

Ton Clark (W3IWI) offers the following explanation: What IT9XXS is observing is classic and very predictable. It is the result of two physical effects: atmospheric refraction and "Lloyd's Mirror" reflections.

The earth's atmosphere bends the signals so that your "radio" horizon is below the physical horizon. The refractive index of the air is about 300 parts per million different from unity depending on the temperature and water vapor content of the air. This is precisely the reason that most line-of-sight computations of terrestrial paths increase the effective radius of the earth by about 1.33. Under some tropospheric conditions like when the temperature increases with height and/or when anomalous water vapor content is present, ducting can occur and VHF/UHF paths may extend to thousands of kilometers. This is especially true of over-water paths like the frequent duct that occurs between southern California and Hawaii or between Italy and Spain. Since the path in question is over water, this is probably the reason signals are received from the satellite when it is below the apparent horizon.

The second effect that is occurring is a reflection of the signals from the water, so the antenna is receiving two different signals. In optics this is often called the "Lloyd's mirror" effect. When the signal is reflected, its phase is changed by 180 degrees, so the direct and reflected signals arrive at the antenna out of phase and cancel at the horizon. At other elevations, the two signals traverse different paths so the phase difference of the direct and reflected signals varies, and the signals may either add constructively (increasing the signal strength) or destructively (causing a null). If the angles at which maxima and minima signal were known, it would be possible to compute the height of receiving antenna above the level of the sea (reflector).

This reflection effect was first seen in about 1947 when some Australians observed the radio "star" Cygnus-A from an antenna atop a sea cliff. The fact that they observed deep nulls allowed them to demonstrate that Cygnus-A was a compact object, smaller than a few arc-minutes in diameter and not a large-scale feature of the previously discovered radiation from our Milky Way galaxy. This work was done at VHF frequencies not far from our 2M amateur band.

[The AMSAT News Service (ANS) would like to thank Tom Clark (W3IWI) for this explanation and IT9XXS for posing the question.]

/EX

SB SAT @ AMSAT \$ANS-071.02

STS-59 SAREX INFO

HR AMSAT NEWS SERVICE BULLETIN 071.02 FROM AMSAT HQ

SILVER SPRING, MD MARCH 12, 1994

TO ALL RADIO AMATEURS BT

BID: \$ANS-071.02

N5QWL Provides A "Fact" Sheet For The Upcoming STS-59 SAREX Mission

Shuttle Amateur Radio Experiment (SAREX) Fact Sheet

STS-59 Space Shuttle Endeavour

When: Planned Launch April 7, 1994 at 12:07 UTC for 9 days of 2M operations.

Where: Earth Orbit. Altitude 220 kilometers, with radio coverage of latitudes from 70 degrees North to 70 degrees South. We are in one of the lowest altitude orbits ever flown by the shuttle, so pass times will be shorter than usual.

Operators: Dr. Jay Apt (N5QWL) and Dr. Linda Godwin N5RAX. N5QWL is the commander of the Blue Shift aboard Endeavour and will operate the shuttle systems during the "night" shift, while N5RAX is the Payload Commander, responsible for overall operation of three large radars in the shuttle's cargo bay during the "day" shift.

Modes: FM Voice
VOICE CALL SIGNS: N5QWL and N5RAX
Packet (Beacons giving daily mission activities daily if we get a chance, and robot QSOs -- successful connects will be issued a contact number by the robot) PACKET CALL SIGN: W5RRR-1

Frequencies: We will operate split.

PLEASE DO NOT TRANSMIT ON THE DOWNLINK FREQUENCY!

VOICE: Downlink (shuttle transmits) on 145.55 MHz
Uplink (ground transmits) on 144.91, 144.93, 144.95, 144.97, and 144.99 (except over Europe) - we'll listen on those 5 frequencies to spread out the pileup a bit.
Uplink for Europe only: 144.80, 144.75, 144.70

Successful QSOs on voice will be facilitated by using standard international phonetics for your call sign. We will not answer any stations using non-standard phonetics. Use your entire call sign -- we log with an audio tape recorder. Do not use our call sign -- passes are very short, and we want to work as many folks as possible.

PACKET: Downlink (shuttle transmits) on 145.55
Uplink (ground transmits) on 144.49 (worldwide)

If you can, decrease your radio's deviation to 3 KHz (most are initially set at 5 KHz) and compensate for the Doppler shift. If you cannot, wait until a minute or 90 seconds after we come over your horizon to transmit -- that will put you within our IF. If a station transmits without following these suggestions, we just hear what sounds like a noisy carrier. The above applies to both voice and packet.

QSL via: ARRL, ATTN: STS-59 QSLs, 225 Main Street, Newington, CT 06111, USA. Include a self-addressed stamped envelope (SASE). Non-US stations include a self addressed envelope with \$0.50 of US postage affixed or appropriate IRCs. Include the Callsign worked, Date, UTC, Mode, and Frequency. For packet contacts, include the QSO number issued by the robot. SWL QSL's: Include the Callsign heard, Date, UTC, Mode, and Frequency.

Information during the mission: AMSAT bulletins, Compuserve, Genie, Prodigy, local packet bulletin boards, ARRL bulletins, and HF voice from NASA Johnson Space Center ARC, Houston, Texas, W5RRR, or NASA Goddard Spaceflight Center ARC, Greenbelt, Maryland, WA3NAN, frequencies listed below.

W5RRR may be found on or near: 7.215, 14.280, 21.360, and 28.400 MHz.

WA3NAN retransmits NASA Select Audio and SAREX bulletins simultaneously on or near 3.860, 7.185, 14.295, 21.395, and 28.650 MHz.

The NASA Info BBS at Johnson Space Center, Houston, will also carry Keplerian elements and SAREX bulletins. (713) 483-2500, 1200 baud, 8-N-1. At the "ENTER NUMBER:" prompt, type 62511 <return> and log onto the BBS. The Keps and bulletins will be in the welcome message. Disconnect rapidly to facilitate access by others.

Operations Notes: If you have a packet QSO number issued to you by the

robot, don't try to get another one! Our on-board program drops the duplicates anyhow, and all you are doing is making it harder for the other folks. We'll issue you a QSL card if you appear in the "heard" list on the TNC and we have issued you a QSO number...that's a 2-way contact, AND REMEMBER, THIS IS ONLY A HOBBY!

N5QWL will be asleep over most USA passes, and N5RAX will be busy with assigned duties for most daylight US passes, so try us on packet over the USA if the sun is up. Remember, our packet call sign is W5RRR-1. We'll try to work voice (1) when we are not otherwise engaged, and (2) at night or when the ground is cloudy (we are generally busy taking pictures of the Earth during clear daylight passes).

If I can get to it, I'll activate the SAREX about 3 hours into the mission; deactivation will occur at about 8 days, 17 hours after launch (unless we get a one-day science mission extension, then it will be deactivated at about 9 days, 17 hours after launch).

Prelaunch Keplerian Elements, courtesy of Gil Carman (WA5NOM) of the JSC ARC):

```
STS-59
1 00059U          94097.74947238 .00221188 00000-0 11303-3 0    70
2 00059  57.0053 276.3038 0009259 269.9963  90.0094 16.19806752   56
```

Satellite: STS-59

Catalog number: 00059

Epoch time: 94097.74947238 = (07-APR-94 17:59:14.41 UTC)

Element set: 007

Inclination: 57.0053 deg

RA of node: 276.3038 deg Space Shuttle Flight STS-59

Eccentricity: .0009259 Prelaunch Element set JSC-007

Arg of perigee: 269.9963 deg Launch: 07-APR-94 12:07 UTC

Mean anomaly: 90.0094 deg

Mean motion: 16.19806752 rev/day G. L. Carman

Decay rate: 2.21188e-03 rev/day^2 NASA Johnson Space Center

Epoch rev: 5

Checksum: 327

[The AMSAT News Service (ANS) would like to thank N5QWL for in this bulletin item.]

/EX

SB SAT @ AMSAT \$ANS-071.03

AO-13 OPERATIONS NET SCHEDS

HR AMSAT NEWS SERVICE BULLETIN 071.03 FROM AMSAT HQ

SILVER SPRING, MD MARCH 12, 1994
TO ALL RADIO AMATEURS BT
BID: \$ANS-071.03

Current AMSAT Operations Net Schedule For AO-13

AMSAT Operations Nets are planned for the following times. Mode-B Nets are conducted on AO-13 on a downlink frequency of 145.950 MHz. If, at the start of the OPS Net, the frequency of 145.950 MHz is being used for a QSO, OPS Net enthusiasts are asked to move to the alternate frequency of 145.955 MHz.

Date	UTC	Mode	Phs	NCS	Alt NCS
19-Mar-94	1730	B	073	W5IU	WA5ZIB
26-Mar-94	2130	B	084	WA5ZIB	W5IU

Any stations with information on current events would be most welcomed. Also, those interested in discussing technical issues or who have questions about any particular aspect of OSCAR statellite operations, are encouraged to join the OPS Nets. If neither of the Net Control Stations show up, any participant is invited to act as the NCS.

AO-13 ZRO Tests For March 1994

The following schedule of Mode "B" tests were chosen for convenient operating times and favorable squint angles. The tests can be heard on 145.840 MHz. Andy McAlister (WA5ZIB) will conduct all the tests. Mode "JL" tests will no longer occur due to the failure of AO-13's 70CM transmitter.

Day	Date (UTC)	Time	Areas covered
Saturday	Mar. 19, 1994	1930 UTC	NA, SA, Europe, Africa
Saturday	Mar. 26, 1994	2315 UTC	NA, SA

Note that the dates and days are shown in "UTC". Any changes will be announced as soon as possible via the AMSAT HF and AO-13 Operations Nets.

All listener reports with date of test and numbers copied should be sent to Andy MacAllister (WA5ZIB), AMSAT V.P. User Operations, 14714 Knights Way Drive, Houston, TX 77083-5640. A report will be returned verifying the level of accurate reception. An S.A.S.E. is appreciated but not required.

/EX
SB SAT @ AMSAT \$ANS-071.04
WEEKLY OSCAR STATUS REPORTS

HR AMSAT NEWS SERVICE BULLETIN 071.04 FROM AMSAT HQ
SILVER SPRING, MD MARCH 12, 1994
TO ALL RADIO AMATEURS BT
BID: \$ANS-071.04

Weekly OSCAR Status Reports: 12-MAR-94

AO-13: Current Transponder Operating Schedule:

L QST *** AO-13 TRANSPONDER SCHEDULE *** 1994 Jan 31-Apr 04
Mode-B : MA 0 to MA 90 |
Mode-BS : MA 90 to MA 120 |
Mode-S : MA 120 to MA 145 |<- S transponder; B trsp. is OFF
Mode-S : MA 145 to MA 150 |<- S beacon only
Mode-BS : MA 150 to MA 180 | Blon/Blat 180/0
Mode-B : MA 180 to MA 256 |
Omnis : MA 230 to MA 30 | Move to attitude 240/0, Apr 04
[G3RUH/DB20S/VK5AGR]

FO-20: The following is the current schedule for transponder operations:
ANALOG MODE:

23-MAR-94 7:52 -TO- 30-MAR-94 8:15 UTC

DIGITAL MODE: Unless otherwise noted above.

[Kazu Sakamoto (JJ1WTK) qga02014@niftyserve.or.jp]

RS-10: Still operating normally for ZS6AOP. The usual regular stations are often found working thru the satellite as well as the "odd" new comer. Reports of copying the beacon while well below the horizon, over the South Pole on south-to-north passes with good signal strengths have been coming in. Hopefully, with more stations becoming active there will be some real long distance sub-horizon contacts soon. [ZS6AOP]

RS-12: RS-12 is currently operating in Mode K. The uplink passband is 21.210 - 21.250 MHz with downlink on 29.410 - 29.450 MHz. The transponder is non-inverting USB or CW, i.e., if you are on 21.225, then listen on 29.425 +/- the doppler shift, adjust your transmit frequency as you work the satellite to keep the downlink frequency constant. The beacon frequencies are 29.408 MHz or 29.454 MHz. The Robot operates on 29.454 MHz. The uplink frequency for the the Robot is 21.129 MHz. When the Robot is not operating, this frequency pair can also be used for general QSOs.
[KB8FGC @ KC8TW.#swoh.usa.na]

AO-21: This OSCAR sends down beautiful signals, 59+ signals about 90% of the time. Along with DOVE, ZS6AOP can recommend AO-21 to anyone who

wants to start capturing and examing telemetry using basic equipment. [ZS6AOP]

A0-16: Operating normally. [WH6I]

L0-19: Operating normally. [WH6I]

I0-26: Operating normally. [WH6I]

K0-23: Operating normally. [WH6I]

K0-25: Operating normally. K0-25 has a number of new earth images this past week. So far WH6I notes that he has not seen any pictures that were particularly interesting to him. [WH6I]

A0-27: There is no particular schedule transponder schedule per se, and the way it works is that amateur radio section of the satellite has only solar cell illumination to power it so as to not strain the drain of on board battery power on the commercial side. Therefore, if your using ITRACK OR QUICKTRACK watch the sun terminator (sun darkness line) when it crosses into the light, the Analog repeater turns on but not until it is in sunlight. N4OUL's own experience is that he has worked it with a hand held ICOM-2AT on low power 2.5 W into 4 el 2M antenna and was full quieting stateside. Also VE3BDR worked it with a portable low power with a mag mount. Uplink on 2M is FM at 145.850 MHz and downlink on FM at 436.800 MHz. [N4OUL]

The AMSAT NEWS Service (ANS) is looking for volunteers to contribute weekly OSCAR status reports. If you have a favorite OSCAR which you work on a regular basis and would like to contribute to this bulletin, please send your observations to WD0HHU at his CompuServe address of 70524,2272, on INTERNET at wd0hhu@amsat.org, or to his local packet BBS in the Denver, CO area, WD0HHU @ W0LJF.#NECO.CO.USA.NOAM. Also, if you find that the current set of orbital elements are not generating the correct AOS/LOS times at your QTH, PLEASE INCLUDE THAT INFORMATION AS WELL. The information you provide will be of value to all OSCAR enthusiasts.

/EX

Date: Sun, 13 Mar 94 16:42:44 GMT
From: mnemosyne.cs.du.edu!nyx10!jmaynard@uunet.uu.net
Subject: Best cars for mobile HF/VHF??
To: info-hams@ucsd.edu

In article <1994Mar11.135613.16379@ke4zv.atl.ga.us>,
Gary Coffman <gary@ke4zv.atl.ga.us> wrote:

>Look at what the cops are driving. Ford Crown Victorias seem popular
>with them, as do Chevy Caprices.

There's a brand new '94 Crown Vic with police package sitting in my driveway
as I type this, courtesy of the EMS I run with. All I can say is...WOW!!!
(Unfortunately, I have to pass it along at the end of my shift...)

> Order your's with the same fleet codes
>that they use and you'll have a car that works well with radios.

I thought mere mortals couldn't buy cars with those fleet codes.

--

Jay Maynard, EMT-P, K5ZC, PP-ASEL | Never ascribe to malice that which can
jmaynard@oac.hsc.uth.tmc.edu | adequately be explained by stupidity.
"The difference between baseball and politics is that, in baseball, if you
get caught stealing, you're out!" -- Ed Shanks

Date: 13 Mar 1994 14:52:33 GMT
From: ihnp4.ucsd.edu!agate!news.Brown.EDU!noc.near.net!news.delphi.com!
gilbaronw0mn@network.ucsd.edu
Subject: CAN WE SELL STUFF HERE?
To: info-hams@ucsd.edu

>Kenneth E. Harker (Kenneth.E.Harker@Dartmouth.Edu) wrote:
>: In article <CMDtGv.I7t@ucdavis.edu>
>
>
>: Everything you say is correct except where you claim that advertising
>: is acceptable here. However, I have always understood that the
>: self-adopted rules of the USENET (and no, I'm not referring to the
>happens in the newsgroups, if you think it's bad now AOL is now on the
>newsgroups another million newbies in one fell swoop.

I suppose you are mad at both AOL and Delphi. I say hooray and the more the
merrier. At least I don't quote entire messages and quotes fo quotes as do a
lot of the so called experienced old timers here from edu sites.
Often even the headers are qutoed. I think that there is room for all. The
more access, the more information. If people don't follow good procedure
then just inform them gently and most will change.

Gil Baron, El Baron Rojo, WOMN Rochester,MN
"Bailar es Vivir"
PGP2.3 key at key servers or upon request

Date: Sun, 13 Mar 1994 13:43:56 GMT
From: ihnp4.ucsd.edu!swrinde!emory!wa4mei!ke4zv!gary@network.ucsd.edu
Subject: Diesel or Taurus fr HF/VHF mobile??
To: info-hams@ucsd.edu

In article <2lr2dj\$20m@brahms.udel.edu> penneys@brahms.udel.edu (Robert Penneys) writes:

> I got a variety of responses for a car which would be good for 100 watts
> or so of HF and 50 or so of 2 meter and 440 radio. Criteria were lack of
> interference from car into receiver and from transmitter into auto
> electronics.

>

> Diesels and the Taurus were among those favored. Anyone else have comments
> on these choices.

People often say to buy a diesel because it won't generate any RFI. I wish they could have owned my diesel Nissan pickup. It had the most horrendous RFI I've ever experienced in a vehicle. There was a severe popping noise, similar to really severe ignition noise, any time the engine was running. I could disconnect the alternator belt and the battery (after starting the engine), and the noise was still there with no vehicle electrical equipment operating at all. It got into everything from the entertainment radio to HF, VHF, and UHF ham gear.

I tried every trick I know, (and I thought I knew them all), without any success. The dealer couldn't fix it. The zone office couldn't fix it. I even talked to factory engineers in Japan. Everyone was stumped. I finally sold the vehicle back to them and bought a Jeep pickup. Aside from some alternator whine, which I fixed with a choke, it's generated no RFI from it's 6 cylinder gasoline engine.

Gary

--

Gary Coffman KE4ZV		You make it,		gatech!wa4mei!ke4zv!gary
Destructive Testing Systems		we break it.		uunet!rsiatl!ke4zv!gary
534 Shannon Way		Guaranteed!		emory!kd4nc!ke4zv!gary
Lawrenceville, GA 30244				

Date: Sun, 13 Mar 1994 16:42:59 GMT
From: world!dts@uunet.uu.net
Subject: Diesel or Taurus fr HF/VHF mobile??
To: info-hams@ucsd.edu

In article <1994Mar13.134356.26825@ke4zv.atl.ga.us> gary@ke4zv.atl.ga.us (Gary Coffman) writes:

>In article <2lr2dj\$20m@brahms.udel.edu> penneys@brahms.udel.edu (Robert Penneys) writes:

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>I could disconnect the alternator belt and the battery (after starting the
>engine), and the noise was still there with no vehicle electrical equipment
>operating at all. It got into everything from the entertainment radio to
>HF, VHF, and UHF ham gear.

Ignition noise is often NOT the problem. It is very possible that the engine used fuel injection (solenoids, square wave pulses), an electronic fuel pump (my Pathfinder has a noise problem from the fuel pump), and a computer system. So getting a diesel is not likely to be a big help. Now in the old days of mechanical fuel pumps, carbs, etc. it might have been fine...

>

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>any success. The dealer couldn't fix it. The zone office couldn't fix
>it. I even talked to factory engineers in Japan. Everyone was stumped.
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>Gary

>--

>Gary Coffman KE4ZV		You make it,		gatech!wa4mei!ke4zv!gary
>Destructive Testing Systems		we break it.		uunet!rsiatl!ke4zv!gary
>534 Shannon Way		Guaranteed!		emory!kd4nc!ke4zv!gary
>Lawrenceville, GA 30244				

--

Daniel Senie	Internet:	dts@world.std.com
Daniel Senie Consulting		n1jeb@world.std.com
508-365-5352	Compuserve:	74176,1347

Date: Sun, 13 Mar 1994 14:34:44 GMT
From: ihnp4.ucsd.edu!swrinde!emory!wa4mei!ke4zv!gary@network.ucsd.edu
Subject: Filter Shape Factor?
To: info-hams@ucsd.edu

In article <2lu79c\$00e@hp-col.col.hp.com> chrism@col.hp.com (Chris Magnuson) writes:

> What does the shape factor spec of a filter indicate? I assume something
> about passband/stopband transition or some such?

Yes, it's the ratio of the 60 db to 6 db attenuation bandwidths. A perfect filter would have a shape factor of 1:1, IE the 6 and 60 db bandwidths are identical. But real filters are never that good. A shape factor of 2:1 is considered excellent. Note that this doesn't tell you everything you want to know about the filter. You also want to know the passband ripple and differential phase response, and, of course, you're interested in the insertion loss and terminating impedances of the filter if you're going to design it into a piece of equipment.

Gary

--
Gary Coffman KE4ZV | You make it, | gatech!wa4mei!ke4zv!gary
Destructive Testing Systems | we break it. | uunet!rsiatl!ke4zv!gary
534 Shannon Way | Guaranteed! | emory!kd4nc!ke4zv!gary
Lawrenceville, GA 30244 | |

Date: Sat, 12 Mar 94 01:58:00 +0100
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!pipex!uknet!EU.net!sunic!seunet!cindy!uugate@network.ucsd.edu
Subject: HMS Carlskrona
To: info-hams@ucsd.edu

The Swedish navy's school ship HMS Carlskrona is out on its yearly voyage around the globe. Aboard is as usual several hams. The ships signals can be caught primarily on CW, using these frequencies:

CW: 14.038 and 21.038 kHz
SSB: 14.178 and 21.178 kHz

Right now the ship is in Tokyo, Japan, with a scheduled departure on March 14 heading for Seoul, South Korea, with an expected arrival on March 17.

* Origin: (2:200/110)

Date: Sun, 13 Mar 1994 17:12:01 GMT
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!newsserver.jvnc.net!
raffles.technet.sg!ntuix!ntuvax.ntu.ac.sg!asirene@network.ucsd.edu
Subject: Ramsey Hobbykits QAMP.
To: info-hams@ucsd.edu

Hi,
Has anyone here built the Ramsey Hobbykits' QAMP Tx amplifier with
the T-R reply? Any comments? What is the size of this thing and how well does
it perform? Tks.

73,
Daniel

Date: 13 Mar 94 17:21:24 GMT
From: news-mail-gateway@ucsd.edu
Subject: RB317 7/7 Semantics Words to Avoid
To: info-hams@ucsd.edu

Bid: \$RACESBUL.317

TO: ALL ES, CD, AND PUBLIC SAFETY DIRECTORS VIA AMATEUR RADIO
INFO: ALL RACES OPERATORS IN CALIFORNIA
INFO: ALL AMATEUR RADIO OPERATORS
FROM: CA STATE OFFICE OF EMERGENCY SERVICES

(W6SIG@WA6NWE.CA) Ph: 916-262-1600
2800 MEADOWVIEW RD., SACRAMENTO, CA 95832
LANDLINE BBS OPEN TO ALL 916-262-1657

RACESBUL.317 RELEASE DATE: March 14, 1994

Subject: MGT - Semantics - 7/7 - Words To Avoid

Amateur Radio operators have a tendency to use terms that are
meaningless to others with whom they work (which leads to
confusion) and even cases where Amateurs are not used due to that
confusion. Accordingly, over the past two years a concerted
effort to avoid certain words has paid off in many areas in those
organizations cognizant of this aspect of interpersonal
communication.

Astute Amateurs do NOT say to the sheriff's deputy at the

roadblock "I'm a ham radio operator in the RACES, or the Vista Radio Club." Rather, they reply "I'm with the Vista Country Emergency Management Agency reporting to my duty station."

Here, our State Auxiliary Communications Service participants make a conscious effort to avoid these terms: Amateur, ham, ARES, ARRL, DEC, EC, RACES, SEC, section or emergency coordinator, and volunteer. Instead, they say they work for the Governor's Office of Emergency Services. If needed, they add that they work for the Telecommunications Branch. Rarely is it necessary to indicate in what capacity; but if needed, they are FCC licensed communications specialists, not Amateur Radio operators.

Recognition of how Amateurs deprecate themselves by their own terminology was emphasized by a California Department of Forestry official who pointedly requested that "Never say you are just a volunteer, or an Amateur. Say you are a CDF Fire Information Officer, for that is what you have been trained for, and are in fact."

The words YOU use DO make a difference in how YOU are perceived by other people. A poor choice of words (no matter how highly YOU think of them) can unknowingly convey a concept or picture that is totally at odds with what you THINK you conveyed!

(End of a series originally titled "From My Lookout" in 7 parts, by Stanly E. Harter.)
EOF

RACES Bulletins are archived on the Internet at ucsd.edu in hamradio/races and can be retrieved using FTP.

Date: 13 Mar 1994 12:25:26 GMT
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!wupost!udel!news.sprintlink.net!news.clark.net!andy@network.ucsd.edu
Subject: Suggestions for Resistive Spark Plug Cables
To: info-hams@ucsd.edu

Recently, I had a major tuneup on my Plymouth Acclaim. The service included replacing the spark plug cables. The tuneup people used cheap, non resistive cables. The result is that on 220 MHz FM, I now have some QRN which I never had before. If I went to the dealer for exact replacement cables, the set would cost around \$85. In the auto discount stores, the cables are pretty cheap looking, and probably non resistive.

So I'm looking for suggestions for nationally-available resistive type cable sets that are reasonably priced, which you have had success with in minimizing ignition noise. Thanks!

Please e-mail your responses to andy@clark.net.

andy-k4adl

Date: Sun, 13 Mar 1994 15:09:43 GMT
From: ihnp4.ucsd.edu!agate!howland.reston.ans.net!newsserver.jvnc.net!
raffles.technet.sg!ntuix!ntuvax.ntu.ac.sg!asirene@network.ucsd.edu
Subject: TX amp kit? Help.
To: info-hams@ucsd.edu

Hi,

I need a recommendation for a TX amp of about 20-30 watts output on 20 meters from about 4 watts input, kitform, small sized so I can put it in the same case as my QRP xcvr and with built in T-R switching. Price must not be too expensive. Any ideas?

73,
Daniel

Date: Sun, 13 Mar 1994 12:04:19 GMT
From: ihnp4.ucsd.edu!usc!howland.reston.ans.net!torn!csd.unb.ca!animation.mta.ca!
user@network.ucsd.edu
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References <2lqasc\$31u@hp-col.col.hp.com>, <2lsb0f\$9dg@charm.magnus.acs.ohio-
state.edu>, <1994Mar12.150042.22113@ke4zv.atl.ga.us>
Subject : Re: Grounding and lightning protection

In article <1994Mar12.150042.22113@ke4zv.atl.ga.us>, gary@ke4zv.atl.ga.us
(Gary Coffman) wrote:

> EXCERPT

> Now remembering that 20 Coulombs have to be dissipated, the following
> formula tells how long that would take.

>
> $T = 3600 * Q * I$

>
> where T is time in hours, Q is charge in Coulombs, I is dissipator

> current in amperes, and 3600 is the number of seconds in an hour.
> For the condition outlined above,
>
> $T = 3600 \times 20 \times 1 \times 10^{-4} = 7.2 \text{ *hours*}$.
>
> That's 7.2 hours to dissipate the energy of *one* lightning bolt.

Remember that Amperes are the same as Coulombs per second. So the correct formula is

$I = Q/T$ and we get $T = Q/I = 20/0.1 = 200$ seconds, if we use the suggested current value of 100 mA.

OK, this is still a fair bit of time to get rid of the dangerous 20 Coulombs of charge. If the lightning is really crashing all around you, this flow rate is not sufficient to avoid a strike.

Paul Cant Physics Dept., Mount Allison University

End of Info-Hams Digest V94 #284

